

bury in the latter's exploration and survey of Great Salt Lake Valley in 1849-50, who accompanied Stansbury east in August, 1850, wrote Brigham Young they had concluded that Kamas Prairie was ideal for settlement and that a road should be established through Provo Canyon to Fort Bridger. "It is possible that owing to heavy immigration to our valley, both our own and to the coast for gold, a new route would be an advantage, if only for grass . . . the route named is very practicable, with plenty of grass, water, and fuel . . . and will divide immigration in such a manner that would be better accommodated. . . . I would willingly pilot up any of our trains next season."³⁸

This suggestion was not adopted at that time. It was not until early 1859 that a road was made through Provo Canyon. The steep-sided gorge made highway building expensive, and frequent repairs were necessitated after it was completed. Settlers now, however, began locating in Provo Valley east of the canyon. In April, 1859, Thomas Rasband, John Crook, Charles N. Carroll, John and James Carlyle, John Jordan, Jesse Bond, William Giles, and William Carpenter set out for Provo Valley with three teams, plows, grain, and provisions.³⁹ Others, following, gave substance to Archibald Gardner's thought in 1852, that a chain of settlements might well be established in a great loop, up the Weber River and down the Provo River, between Ogden and Provo.⁴⁰ In winter, snow slides completely closed the route, cutting off residents of Provo Valley, and forcing them to make the long roundabout northern trip down Parleys Canyon to Salt Lake City, then to Provo. Even today this happens occasionally.

BRIDAL VEIL FALLS, 9.4 m., cascades in two graceful falls to the riverbed. A winding trail leads to a lookout point at the top of the falls.

VIVIAN PARK, 12.5 m., is a tree-shaded summer resort in a grassy park.

WILDWOOD, 13.6 m. (5,250 alt.), is a small summer resort (see Tour 3).

DEER CREEK DAM AND RESERVOIR, 16.5 m., completed in 1941, impounds waters of the Provo, Duchesne, and Weber Rivers in a lake seven miles long, with a capacity of 150,000 acre feet. The earth-fill dam rises 155 feet and stretches 1,400 feet across the floor of the canyon. Brigham Young saw the possibilities of such a project in 1856, promising that the Mormons should continue their exertions until Provo River ran to Salt Lake City.

CHARLESTON, 20.3 m. (5,433 alt., 323 pop.), will likely

get its feet wet when the waters of Deer Creek back up. This small farming village may then find itself a resort.

Charleston is at the junction with State 113.

Left on State 113 to MIDWAY, 3.4 m. Settled in 1859, Midway derives a special character from the nearby HOT POTS. A Mormon party of 1852, which made the circuit of the Weber and Provo Rivers, was "attracted by mounds about the size of a coal pit to one that appeared to be about a quarter of a mile across and 60 feet high; they are all about the shape of a coal pit, perfectly hollow. We supposed them to be a volcano, as the surface of the ground for some miles was covered with this light stone the same as the mounds; but finding some of them full of warm water, we concluded that the formation was made by the water."⁴¹ Utah possesses other hot springs, but no other accessible springs of quite the character of these in Provo Valley. The precipitated gray limestone is used by the people of the valley for houses and fences, since it cuts easily yet weathers out hard.

Left from Midway, on an improved dirt road, to the junction with a dirt road that leads to SCHNEITTER'S HOT POTS, 1.7 m. (picnicking, chicken dinners, swimming), a resort centering about a large limestone crater that may be climbed by means of 50 carved steps; water is piped from the crater to the swimming pools.

At 3.9 m. on State 113 is the junction with a dirt road; L. here to the junction, 0.7 m., with a second dirt road; L. here to the junction, 0.9 m., with a third dirt road; R. here to LUKE'S HOT POTS, 1.1 m., a twin resort to Schneitter's Hot Pots.

State 113 returns to US 189 at 6.7 m., in Heber.

At 24.1 m. is the southern junction with US 40.

Right on US 40, the highway swings south through the wooded slopes of Daniels Canyon, favorite spot for fishermen. Climbing and winding through the gorge, the highway emerges on an open, sage-covered flat entirely devoid of trees, and continues through rolling hills.

At 22.7 m. is the junction with a dirt road. R. on this road to STRAWBERRY RESERVOIR (7,600 alt.) (trout fishing, boats, camp grounds), the State's first important reclamation project. Irrigation water is diverted through a 19,000-foot tunnel, completed in 1915, to Utah Valley. A 15-mile loop road encircles the reservoir, returning to US 40 at 29.7 m. The reservoir is within the boundaries of the STRAWBERRY VALLEY BIRD REFUGE. The US 40 continues east into the Uinta Basin and on to Colorado (see UTAH GUIDE).

HEBER, 25.0 m. (5,595 alt., 2,748 pop.), a trading center for farmers of the Provo Valley, was settled in 1859 and named for Heber C. Kimball. Many of the old red and gray stone buildings remain, emphasizing the pioneer flavor of the town.

John Crooks was one of the first settlers. He writes: "In October [1858] another company of men and surveyor came up and surveyed one and a half mile square west and south of Heber City. I was lead chain man. I received 25 acres of land and ten dollars in cash for surveying. . . . On the last of April 1859 the . . . brethren started for the valley with three teams, plows, grain

is that he never found ore, because he prospected over the richest mineral land in the district.

Friction often arose over conflicting claims. Men were smoked out of a while, but finally succumbed to law and order. During the 1870's the surface of the mountains was dotted with claims, but the ore ran deep, and few small operators could afford to go down after it. The few who did struck water and were flooded out. Mining development was retarded until claimowners combined their resources and sank long drain tunnels. Mergers finally brought most of the property under three large mining heads.

KIMBALLS, 48.7 m. (6,366 alt.), named for George Kimball, operator of the old Overland Stage station at this point, is at the junction with State 530 to Wanship.

Between Kimballs and Salt Lake City, US 40 runs over the old "Golden Pass" toll road, opened in 1850 by Parley P. Pratt. On June 29 of that year the new route was advertised as follows: "Travelers between the States and California, are respectfully informed that a new road will be opened on and after the 4th of July . . . avoiding the two great mountains, and most of the canyons so troublesome on the old route. The road is somewhat rough and unfinished; but it is being made better every day. Several thousand dollars are already expended by the proprietor, who only solicits the patronage of the public at the moderate rate of:

50 cents per conveyance drawn by one animal.
75 cents per conveyance drawn by two animals.
10 cents per each additional draught, pack, or saddle animal.
5 cents per head for loose stock.
1 cent per head for sheep."⁴⁵

ECKER SKI HILL (L), 50.5 m., is the site of several annual ski jumping contests, including national amateur championships periodically. An annual invitational meet is held on Feb. 22 of each year. Alf Engen, Utah's great jumping star, has set marks of over 260 feet in official meets, and holds the unofficial hill record at 296 feet.

GORGOZA, 51.1 m. (6,328 alt., 5 pop.), a railroad siding, is legendary in the story of Utah's mining.

John W. Young, son of Brigham Young, dreamed of a railroad puffing up the steep canyon floor of Parley's Canyon from Salt Lake City to serve the richest mining district in Park City. Heretofore ore had been brought down from the mountains in slow-moving freight wagons over impossible grades, and often held up by the deep winter snow. Young surveyed the route, and organized the Salt Lake and Eastern Railroad. Materials were purchased and construction begun. The company ran into almost unsurmountable difficulties. Refusing to admit defeat, Young

went East to interest outside capital, but feeling was high against the Mormons, and Young failed to raise the necessary money.

Hearing of a Spaniard, Rodriguez Velasquez de la Gorgozada, then residing in France, who was investing his money in American enterprises, Young grabbed a boat for France. Quickly he saw that it would take more than a word picture to get Gorgozada's money. Frantically Young and his associates laid out a city on paper. Streets were named, buildings were located, and most important, the town was named. In large black letters the name "Gorgoza" appeared conspicuously. Gorgozada succumbed to the lure. It is not known the exact amount of money he subscribed, but it is said to have reached a million dollars. Even this large amount, however, failed to save the "Johnny W. Railroad." The trains could not buck the deeply drifted snows, and the ore tonnage from the mines did not reach the expected figures. The company became bankrupt in 1890, and was purchased by the Rio Grande Western Railroad.

Gorgozada, as far as is known, received no return on his investment, but his name still marks the site of the imaginary city. John Young went through a period of near-osticism, but his faith in the railroad was later justified.⁴⁶

Gorgoza is at the junction with State 66 (R) to East Canyon.

MOUNTAIN DELL RESERVOIR (R), 59.7 m., has a storage capacity of one and one-half billion gallons of water, impounded behind a dam 100 feet high and 560 feet wide. The dam, completed in 1924, is closely guarded because of its importance to the Salt Lake City water supply.

US 40 makes a rapid descent through **PARLEYS CANYON**, a rugged, vari-colored gorge with high, sheer, rocky sides.

At the **MOUTh OF PARLEYS CANYON**, 65.1 m., there is a widespread view of Salt Lake City and Salt Lake Valley, with the Ogurth Mountains and the islands of Great Salt Lake looming to the west.

At 70.1 m. is the south junction with US 91 which unites with US 40 for 3.9 m.

SALT LAKE CITY, 73.3 m. (4,266 alt., 149,934 pop.) (*see Tour 1*).